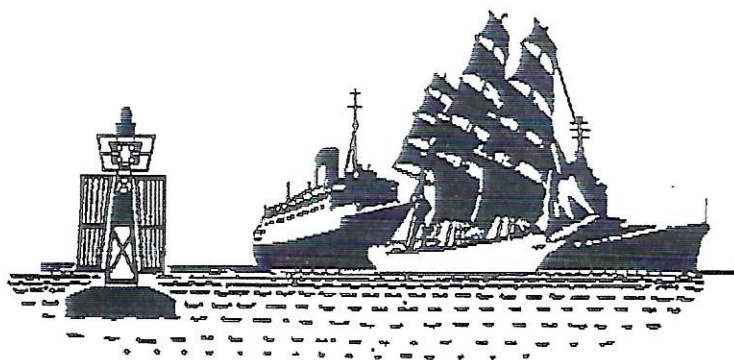


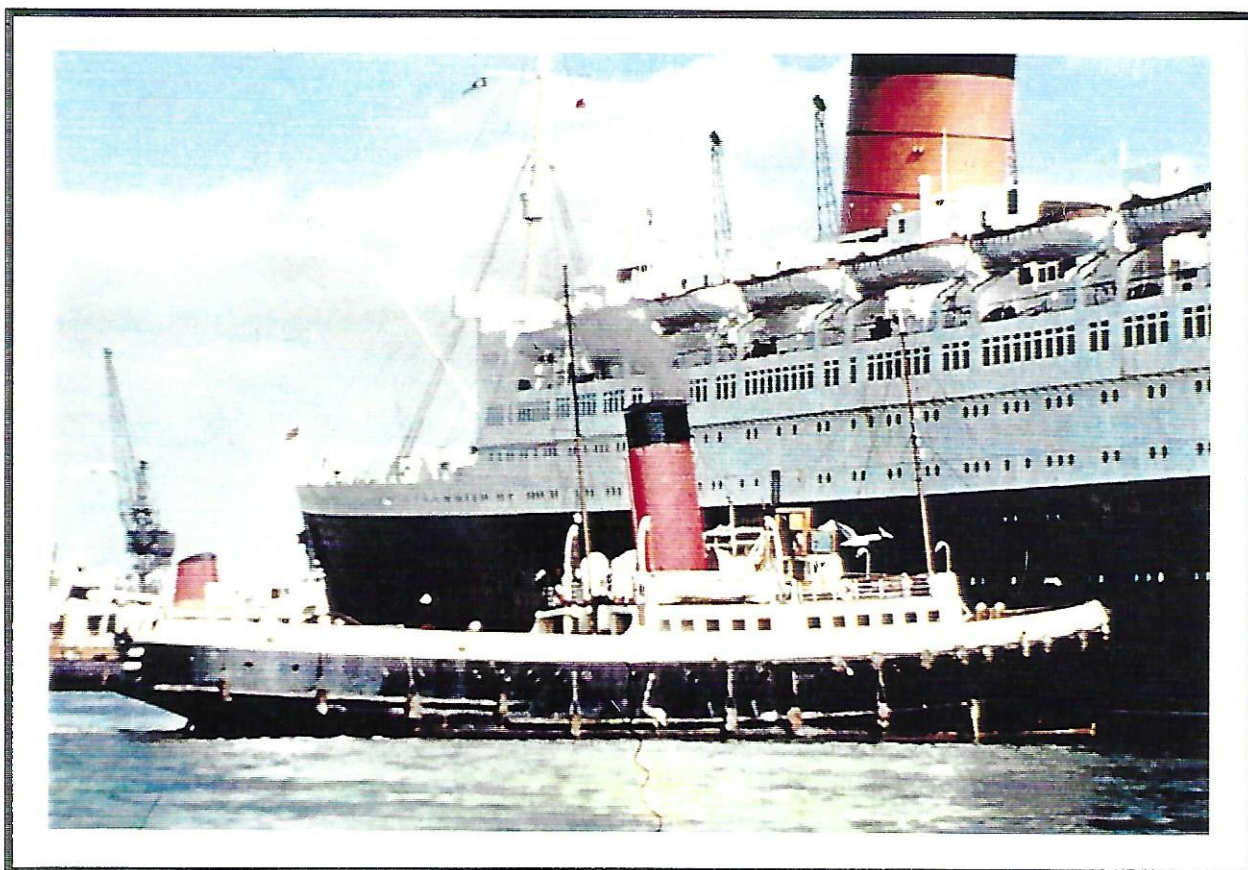
Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 111

September 1999



As 70th birthdays go, it was quite an eventful affair, with all manner of VIPs and representatives of various organisations attending the party on November 4th.

This was not a party for a senior citizen though, but for the tug/tender *Calshot*, which touched water for the very first time 70 years ago after her launch from the yard of John I. Thornycroft, on the River Itchen. PTO

To celebrate the event, Southampton City Council and the Tug Tender Calshot Trust had combined to put on a party to remember. Guests started arriving at 11am at the Queen Elizabeth II Terminal and included ABP's port Manager Andrew Kent, TV personality Shaw Taylor, as well as Terry Yarwood, the Trust's Director and many of the volunteers, without whom the ship would almost certainly have gone to the breakers by now.

There were also ex-members of the crew, including the last surviving master of the ship, Denis Hiscock. The Mayor of Southampton, the Right Worshipful, Councillor Derek Burke, arrived at noon and at 12.30 the Town Crier proposed the 70th anniversary toast and this was followed by a buffet lunch with wine, soft drinks and coffee available for the guests. A couple of hours were left for inspection of the **Calshot** and it was at this point that those who had not been on board before realised the scale of what was needed to put her back to her former glory.

She is watertight below the surface, but it is above the waterline where the major work needs to be done.

Large areas of deck metalwork need to be repaired before the teak can be re-laid over the top and £100,000 is needed to make her safe and secure for the general public to visit, absolutely essential for her continued survival.

The recent announcement of her listing on a register of important ships coincided with her birthday and together the two things should act as a springboard for obtaining the necessary funds.

It is intended that she will be a static exhibit, used for educational purposes, and there are no plans for her to be a working ship, as the **Shieldhall** is. This is a shame as she would be quite a site plying up and down her old beat on Southampton Water.

There is a long way to go, but perhaps in ten years' time **Calshot** will be able to celebrate her 80th birthday fully restored and having established her place in Southampton's maritime heritage.



Ships in Port – Past and Present

In 1966 and 1967 a regular visitor to Southampton was the Italian motor vessel **CARIBIA** operated by Sicula Oceanica (SIOSA) – the vessel then was nearly forty years old for she was built as the **VULCANIA** in 1928 for the Cosulich group by Cant. Nav. Triestino at Monfalcone for the Trieste to New York service. Her sister ship was the **SATURNIA**. During the 1930's the Italian shipping companies were re-grouped and Cosulich became part of Italia.

The vessel originally had accommodation for over 2,000 passengers in four classes. Burmeister & Wain diesel engines were fitted giving a maximum speed of 21 knots, but in 1935 more powerful Fiat diesel engines were installed which increased her speed to 23 knots.

In 1942 the vessel was used by the International Red Cross as a safe Conduct Repatriation ship. Later the **VULCANIA** became an U.S. Army transport and was used to take Italian wives of American servicemen to America. In 1947 the vessel was completely refitted and accommodation was then provided for 1370 passengers in three classes and the gross tonnage became 24,496. She re-entered service on the Genoa – New York route but later returned to the Trieste – New York service.

Late in 1965 she was sold to Sicula Oceanica, overhauled at Venice and was renamed **CARIBIA**, making her first cruise from Venice in February 1966. This cruise ended in Southampton, and on the 28th February 1966 she entered the service to the West Indies. Accommodation being provided for 1,00 passengers in three classes when on the West Indies service but in two classes when cruising. The **CARIBIA** remained on the West Indies service during 1966 and 1967, except for during August of each year she made a 16-day Mediterranean cruise from Southampton.

From 1968 the **CARIBIA** was employed cruising mainly in the Mediterranean and it was on one of these cruises when she struck a submerged rocks off Nice on 23rd September 1972 and the engine room was flooded. The vessel was refloated and sailed to Genoa. She was laid up at Spezia in September 1972 and about a year later she was sold to Spanish ship breakers and arrived at Barcelona on 18th September 1973. Six months later she was resold to breakers in Taiwan and left Barcelona on the 15th March 1973 in tow for Kaohsiung where she arrived in July 1974.

Bert Moody

SEABOURN SUN

Cunard/Seabourn's **Seabourn Sun** was shown off in Southampton recently, on November 26th and 27th, before sailing on her "maiden" voyage to Florida.

She was previously the *Royal Viking Sun*, for the now defunct Norwegian Royal Viking Line, a company that had an enviable reputation for operating some of the very best cruise ships in the world. Built in 1988, *Royal Viking Sun* was the jewel in the crown for the company, a ship which won the top accolade in the industry bible, the *Berlitz Guide to Cruising*, nine years running.

Cunard purchased the ship in 1994, but they were a company with a few problems and in 1996 the parent company, Trafalgar House, was sold to Kvaerner, which in turn sold the shipping line to the giant Carnival Corporation in 1998.

Carnival immediately set about a rationalisation of Cunard, and planned to transfer *Royal Viking Sun* to another of their companies, Seabourn Cruise Line.

This came about on November 26th, when she duly became a Seabourn ship after a £10 million refit in Germany, at the Lloyd Werft yard in Hamburg, which is also refitting the *QE2* and the new **Caronia**.

I am not in a position to make a before and after comparison, never having been on the ship before Friday, but my overall impression was that this is a superb ship. All the accolades she has attracted over the years are truly deserved for a vessel that oozes class and comfort.

The public rooms are spacious and not over-stated, as is the case with many of the newer cruise ships these days, and are really quite beautifully decorated.

Space is the abiding memory, with something like 30% more per passenger than the average cruise ship. Around 750 people are carried on a biggish ship of 38,000 tons, so cramped she isn't.

Of the 370 cabins on board, only 20 are inside with no window. The other 350 all have a sea view and are extremely spacious and well-fitted. If you can afford one of the penthouse suites then you have one of the finest cabins afloat.

All of which costs, of course, and Seabourn admit that their ships are expensive but make no apologies for this and argue that what you get is still very good value for money.

The food is superb, as you would expect for your outlay, and no menu item is repeated during a cruise (unless you enjoyed it so much that you feel compelled to ask for it again!). Besides the gourmet dining in the restaurant, there are also the Garden Café and Venezia Restaurant to choose from, offering a less formal alternative.

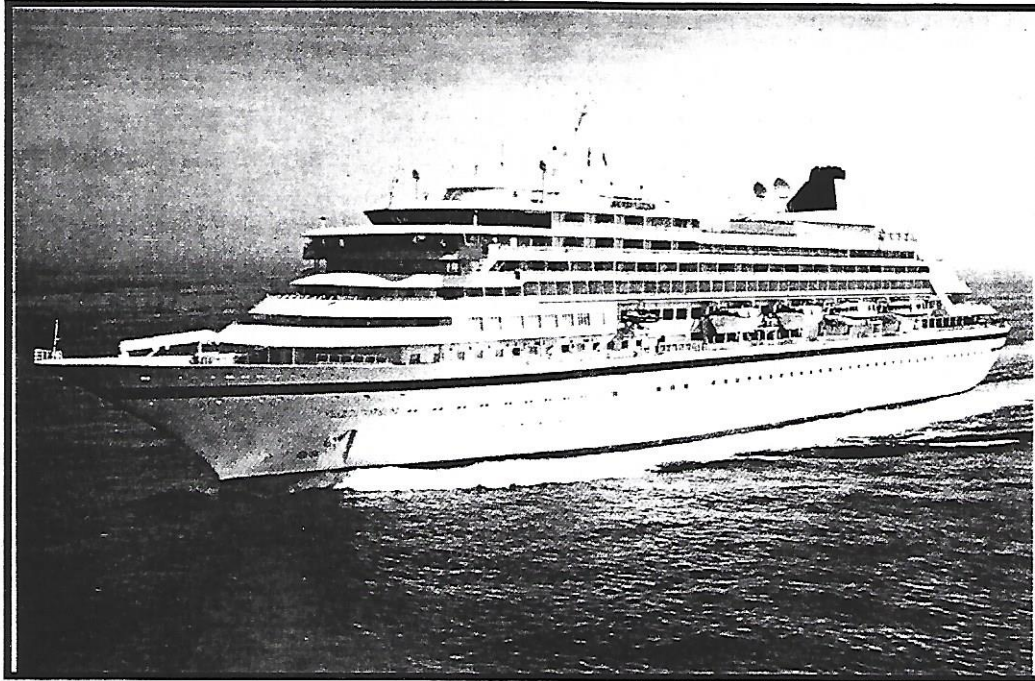
Part of the refit included a revamp of the gym and massage/sauna area. This is now called the 'Spa Du Soleil' and all manner of relaxing treatments (most of which seem to involve seaweed or mud) are available.

What seems to be a first at sea is the Rasul Chamber where couples are left alone (oh, yes!) to indulge in three different detoxifying mud mixtures which are applied to each other (perhaps it should be *Razzle* Chamber). After this a steam area (if that is needed) removes impurities from the skin and a final shower leaves the body revitalised. Now that sounds like my kind of cruise!

Well it would be if I could afford it. It is an expensive cruise, but what you get is top class food, service, accommodation and entertainment and on that basis it is hard to fault the ship and would be nit-picking to do so.

She is absolutely superb and as soon as that lottery win comes up I'll be off.

Mick Lindsay



Seabourn Sun

News in Brief.....

LCL's for sale

The two landing craft **HMAV Ardennes** L4001 and **HMAV Arakan** L4003 have been advertised for sale by Babcock Rosyth Defence Ltd on behalf of the Ministry of Defence. The two 1595 gross ton vessels were built 1976/77 by Brook Marine and have been regular callers to RLC Marchwood.

Bayonne to Southampton ro-ro service

This service after a short suspension is now operating with one vessel the Clare will now offer one sailing in each direction instead of three previously.

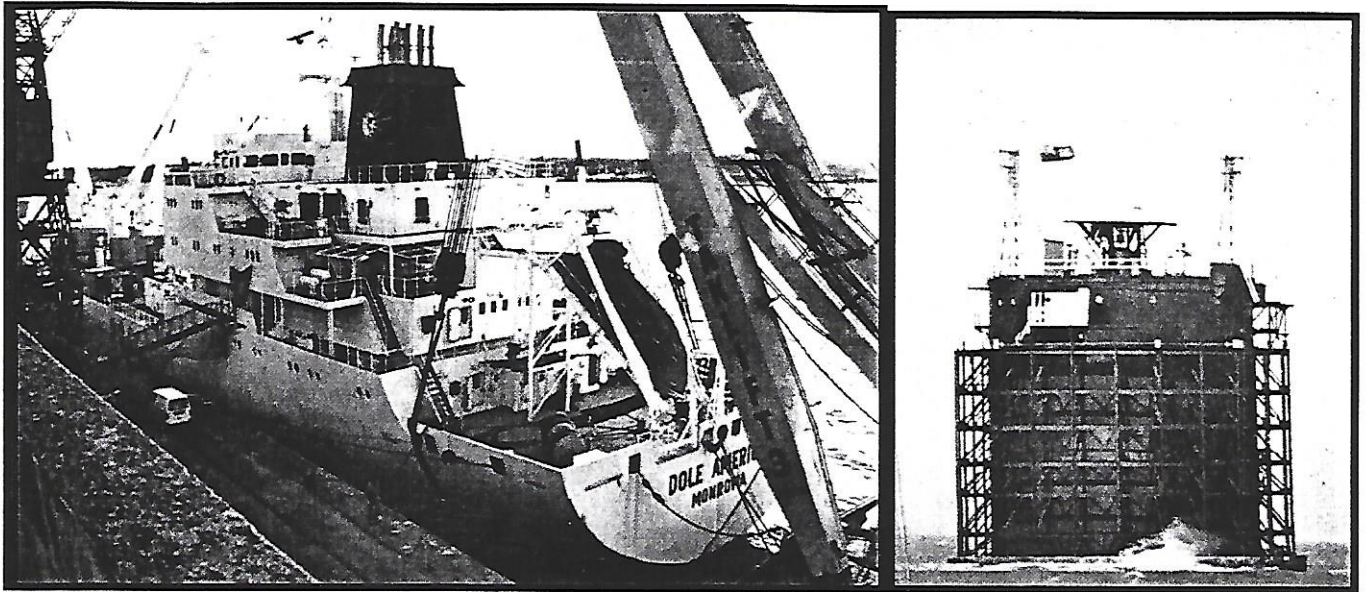
A Quarter of casualties:

Sonia 4659/68 was till under arrest at the end of September and lying on the old Husbands repair jetty at Marchwood. Structural strength of the hull impaired in way of engine – room sea chest allowing water ingress.

Banglar Kakoli

The ship originally sailed from Hull on the 20th October but on the 25th October loaded with explosives some of her deck cargo became unlashd after bad weather on 24th October. The ship sustained damage to bulwarks and went to anchor in Douarnenez Bay. On the 28th October it was reported that the **Banglar Kakoli** was heading for the Nab Tower where a pilot and surveyor would board. The surveyor's inspection was satisfactory and the vessel proceeded to Southampton, she entered port that evening. The ship spent about a week at 109 berth.

The **Dole America** made contact with to Nab Tower whilst outward bound to Antwerp from Portsmouth with a cargo of bananas and pineapples. On Nov 14th she was towed to 38/9 berth where about 1,000 pallets of bananas were removed and transferred to the **Atlantic King** and, also that further minor repairs could be made. On Nov28th she had been moved to 34 berth with the **Taklift 3** still in attendance. She departed Southampton for Portsmouth under tow with the Angolan Duke on 5th December. It will take several weeks to fully repair at the Fleet repair facility at Portsmouth. Capt. Aas who had admitted an error was fined £3000 plus costs for failing to discharge his duty to navigate the ship properly. The Nab Tower sustained only superficial damage.



The **Dole America** alongside at 38/9 berth with **Taklift 3** and an older picture of the Nab Tower

More records.....

Solstads shipping's new anchor handler/tug supply vessel the **Normand Progress** has entered the Guinness Book of Records with a ten-minute continuous bollard pull of 304 tons. During the test at the Ulstein Verft shipyard in Norway, the vessel reached a maximum bollard pull of 324 tons.

Royal Caribbean's **Voyager of the Seas** made her international debut on October 29th when she was delivered from the Turku yard of Kvaerner-Masa in Finland. The ship first of three Eagle-class ships the 137,300gt ship will then rank as the world's largest cruise ship.

The UK shipyard Cammell Laird has chartered the **Edinburgh Castle** to US based Premier cruises for five years with an option to purchase.

It has been recently announced that Vosper is the preferred foreign partner for the Greek Navy's fast attack craft programme. Negotiations were said to be continuing with the Greek Elefisis shipyard the domestic partner in the Greek project for the construction of three 62m fast attack craft. At home Vosper hopes to participate in the UK's requirement for 12 warships to replace and upgrade the capability provided by its Type 42 destroyers.

Cunard has released a statement that the general arrangements plans for the company's Project Queen Mary are complete. The intention is to produce a classic transatlantic passenger ship with fine lines, high speed and deep draught. Cunard is thought to be looking at diesel electric configuration with one propeller on the centre line and twin podded azimuthing units each side to provide a speed approaching 30kts.

UK shipyard Fleet Support the former Portsmouth based Fleet Maintenance and Repair Organisation has secured a conversion contract from the offshore industry to convert a tanker for a floating storage and offloading role in Brazil's offshore oilfields. The project is to be undertaken on the 1973 built crude carrier **Blue Star**, which has been purchased by Houston based Santa Fe Snyder Corporation and will be reclassified to American Bureau of Shipping Classification rules. Work on the 30,000 dwt tanker will include installing oil production and processing equipment on a raised platform with associated pipe work; fitting an import balcony and a transom balcony to handle the receiving and transfer of oil and fitting a new deck crane.

HYDROSTATICALLY BALANCED LOADING

A semi technical article from the maritime press for our tanker enthusiasts.

There is a low-cost alternative to protectively located segregated ballast systems, which enables owners to extend the lives of their older tankers to 30 years.

The first ever steam-powered tanker was built to carry petroleum in a positive hydrostatic balance – in simple terms loaded to a height in the tanks below the external water level. If the cargo tanks were breached water should flow in, rather than oil flow out, because of the greater pressure of the water.

When the **Gluckauf** grounded on Long Island in 1893 it was unfortunately (from a purely technical point of view) in ballast. Had it been laden, and the supposed pollution prevention benefits of hydrostatic balance triumphantly demonstrated, the history of tanker regulation might have been very different.

In the run-up to OPA '90, belated industry attempts to get Congress to consider hydrostatic balance as an alternative to double hull foundered. The concept was regarded as unproven, and the industry wasn't to be trusted with an operational measure as opposed to a structural prescription. (In fact, the **Gluckauf** was a mid-deck design – the design rejected by the USCG, again as unproven, but accepted by the IMO as an alternative to double hull).

However, hydrostatically balanced loading (HBL) has made its way to the forefront, both in IMO regulations and USCG application of OPA '90: as a way of improving pollution performance of certain existing single hull tankers.

The IMO regulation 13G, an amendment to Marpol 73/78, has been in force since July 1993. It deals with 'existing tankers' – i.e. those built before its sister new construction regulation, 13F, applied. The USCG is still pondering the final shape of its regulation for existing tankers under OPA '90.

Crude tankers above 20,000 dwt, and product tankers above 30,000 dwt, are affected. As a group they split into 'pre-Marpol' tankers built before 1980, and 'post-Marpol' built between 1980 and 1993.

Essentially 13G says post-Marpol tankers (with protectively-located fully-segregated ballast tanks) may trade unmodified until they are 30 years old when they exit or retrofit double hulls.

Pre-Marpol tankers, in principle, must exit or retrofit at 25 years of age. However they can get an extension of five years to their trading life if they make modifications to the ship and/or its operation. One of the available alternatives is to adopt HBL. The others are protectively located segregated/clean ballast tanks, designated non-cargo (nor ballast) carrying tanks also protectively located, or installation of wing tank/bottom tank bulkheads to create the same void space protective location (PL) effect. PL means coverage of 30% of the bottom in double bottom arrangements.

How many ships are we talking about? The table overleaf shows a Lloyd's Register estimate of the numbers involved. An important point is that the 255 pre-Marpol VLCCs may represent under a quarter of the total number of ships that could opt for alternatives to DH retrofit, but they represent more than 50% of the carrying capacity of those ships. The bulk of them, 173 vessels, reach their 25th birthdays between 1999 and 2001.

So what has to be done to adopt HBL? The measure has to provide the pre-Marpol tanker with equivalent protection against oil pollution in the event of a collision or stranding to a post-Marpol tanker with protectively located ballast tanks.

WORLD TANKER FLEET

1980

1993

'Pre-Marpol'	'Post-Marpol'	Double Hull
30,000+ dwt 1,105 of which VLCC 255	30,000+ dwt 1,094 of which VLCC 153	30,000+dwt 329 of which VLCC 55

This requires the calculation of an Equivalent Oil Spill (EOS) number – the hypothetical oil outflow in defined cases of collision and grounding damage. The EOS calculation is made for three conditions to enable comparisons to be made: existing ship; existing ship if it were SBT/PL; existing ship if it adopted HBL. The EOS number for the HBL-ed ship must be no more than for the SBT/PL case, and no more than 85% of the unmodified vessel.

The calculations are complex because they are going to have to be done for all loading conditions and for a very of tank arrangements. Not all the tanks have to be HBL-ed if the requisite EOS number can be obtained by a partial application of HBL.

The master will have to be provided with a manual laying down precise details of how HBL has to be achieved. Beyond that, no changes need to be made to structure, pumping or piping systems – which makes HBL by far the cheapest option available.

But there is a downside. How much cargo carrying capacity would be lost in achieving a tank fill level below the waterline? The numbers are different for different ships of course given the variety of tank and ballast arrangements. The USCG estimated a 27.6% loss for the 264,000 dwt vessel it considered – a crippling capacity downgrade in commercial terms.

However Lloyd's Register thinks the USCG figure is too high. Initial indications, it says, suggest a 5-15% loss depending on the ship –less if lighter oils are being carried. And one prominent tanker company told us that it estimated a 4-5% loss on a 250,000 dwt pre-Marpol tanker on which it ran the numbers.

Any other problems? Sloshing in the part-filled tanks with consequent pressure on the ship's structure is a potential problem. However, many pre-Marpol tankers were built with tank breadths precluding significant lateral sloshing and wash bulkheads half-way along the lengths of tanks dampening longitudinal motion. Ironically late pre-Marpol designs which anticipated the longer narrower tanks of post-Marpol vessels could have a problem especially where there is no internal structure to the tanks. But the relatively cheap fitting of wash bulkheads could overcome it.

But how effective will HBL be in the event of a spill? In a grounding, movement of the ship, wave action, and hydrodynamic effects inside the tank can obviously lead to a loss of oil greater than you would get in the same situation on a millpond. But that applies to other designs and measures. Falling tide will also alter the balance with further outflow of oil.

In a collision the most damage is likely to be caused below the waterline by the bulbous bow. Water will enter the cargo tank, sinking to the bottom and pushing up the oil until it reaches the external water level. After that, it is possible for oil to seep out, but the ship can also transfer oil out of the damaged tank into other tanks. The reduction in carrying capacity may mean extra voyages if it can't be absorbed by an increase in fleet productivity. That would mean an increased risk of accident. The USCG response to this is to say that in the context of the overall numbers of port calls in the US, the likely increase in tanker voyages would be a small percentage.

The approach of the 13G deadline for the tanker bulge, the cheapness of HBL, the realisation that cargo capacity loss from adopting it might have been exaggerated has concentrated some owner's minds. Those in particular with expensive new tonnage to finance do not like what they see. They appear to be realising that rather more pre-Marpol ships than they expected may well go for the five-year extension as a result of the HBL option/ To add insult to injury, certain pre-Marpol VLCCs around the 300,000 dwt mark could well be more economic operationally when HBL-ed than the equivalent new double hull vessel.

However the IMO has already legislated, the USCG likes it because most of its pollution problems come from grounding on the shallow continental shelf, Intertanko and the classification societies remain supporters of HBL as a viable option to help reduce pollution.

Monty's Notebook

.....compiled by Monty Beckett
A summary of new or new or infrequent callers to Southampton.

Berth 204-77: Norasia Izmir 17473/73, Katherine B 3999/97
Condock IV, Ketty Brovig 3329/84, Saudi Jubail, CGM Pascal 37235/91, Norasia Hamburg 11925/98, German 23585/93, Celtic Commander 3849/93, Theodor Storm 3125/90, Celtic Ambassador 3739/94, Orient Cord 17845/83.

Berth 201/2: Starbird 3351/93.

Marchwood Bulk: Katherina Siemer 2061/85, Christa Kerstin 1939/82, Sea Wind 1583/69, Hansa 1508/90, Kyatro

Marchwood RLC: Britta Oden 16947/79, Balakleya 14345/79, Sondos 5684/95, Thor Eagle 3132/87, Thebeland 20881/78, Sutter 4953/83, Malene 845/84, Gerda Vesta 1470/83, Tango 9983/84, Aurora 20381/82.

APL Drydock: SA Helderberg 52615/77, SA Winterberg 52615/78, SA Waterberg 52615/79.

109 Berth: Yeoman bank 24575/82.

108 Berth: Banglar Kakoli 12521/79

107/8 Berth: Urgench 4415/79, Storrington 7788/82, Cemile 2370/91, Ardent 700/83,

Boisterence 664/83, Dowlais 794/85, Sormovskiy 3067 3048/90, Ikiena 2735/93, Milhail Dudin 2319/96

104/5 Berth: Intuition II

104 Berth: Chikuma Reefer 7367/98

102/3 Berth: Jan Willem 1525/86, Robeta 1372/85, Elizabeth C 2165/71, Dependia 1835/97.

101/2 Berth: Cottica 4660/91, Ivory Dawn 10412/91, Caribbean Reef 10614/93, Auckland Star 10291/85, Canterbury Star 10291/85, Tudor Star 9417/83, Scottish Star 10291/85, English Star 10291/85, Coral Reef 10614/93.

Ro/Ro Vessels: Boheme 57018/99, Maersk Taito 44219/96, Hual Transporter 53578/99, Ocean Kmir 38415/77, Grand Choice 56309/99, Autoprestige 11591/99, Marble Highway 33131/84, Leo Leader 57623/99, African Highway 23850/82, Global spirit 47500/87, Grande Atlantico 65000/99, Hercules Leader 58449/98, Universal Spirit 39948/85, Manon.

36/37 Berth: Klooga 4991/92, Melody 954/98, Sac Malaga

17169/76, Susie 5988/80, Kotez 17436/82, Argyro M 3908/79, Isabel 3225/97, Dunany 1785/83, Adriana 1282/91, Vectis Isle 2230/90.

40/41 Berth: Lena 8388/98.

38/9 Berth: Hope Bay 8896/96.

24/5 Berth: Clare 5617/72, Lembitu 7606/98.

43/4 Berth: Archangelgracht 7950/90.

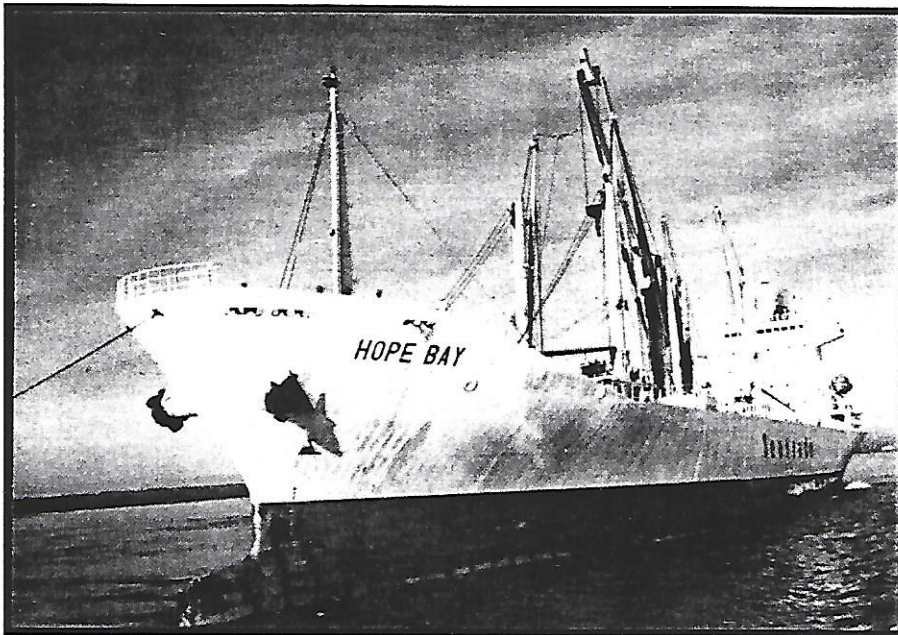
46 Berth: Scotian Shore.

Dibles: Hoomoss 794/85, Lydia B 2497/91, Niederelbe 1939/82, Selectivity 1892/84, Laurina Neeltje 1575/95, Christa K 1959/89, Uranus 499/77, Julia 2740/67, Millar Star II 1595/74, Ladoga 101 1853/88, Sindbad 1489/81.

Princes Wharf: Durnstein 2367/86, Sea Wave 1223/70, Elke K 2449/93, Prasideint 2061/95, Marlies Sabban 2120/86.

38/9/106 Berths: Maxim Gorkiy 24220/69, Princess Danae 9783/55, Saga Rose 25147/65, Funchal 9563/61.

34/5 Berths: Dole America 10584/94, Flinthorn



WSS Subscriptions

Can all members please renew their subs through the Honorary Treasurer.

The cost for an ordinary member is £23 + £6 branch subs.

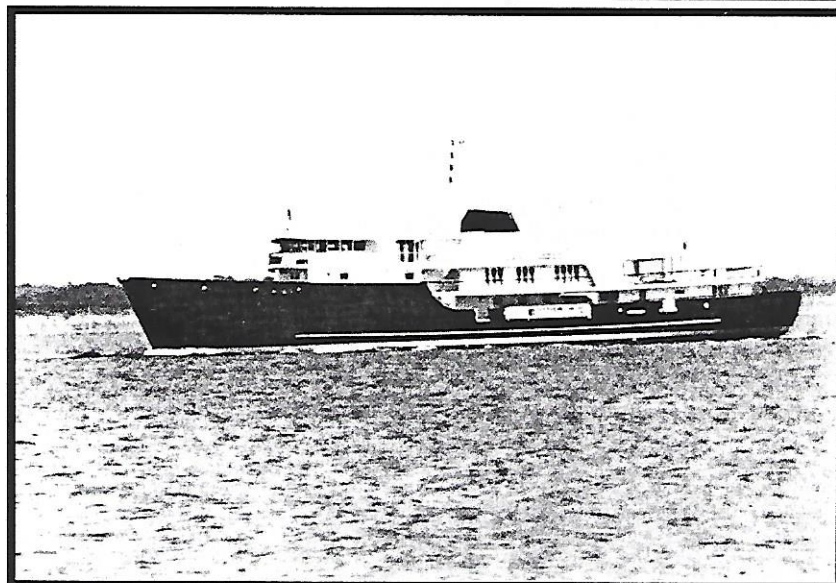
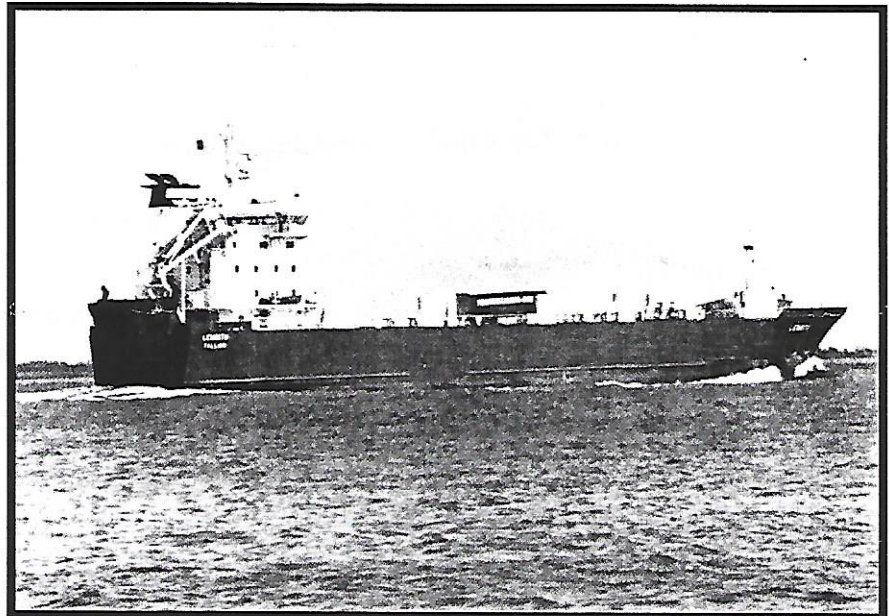
Family membership is £24 + £6 branch subs.

Above: **Hope Bay** arriving 38/9 to load Cars.

Centre: **Lembitu** outward bound at Calshot.

Below: Also passing Calshot the converted Dutch pilot vessel **Intuition II**

All photographs by Monty Beckett.



Tall Ships 2000

In April Southampton is to host the start point for a tall ships race, it is expected to be the largest number of sail training vessels ever gathered.

The vessels will be open to the public and there is to be a large firework display as well as other events.

Branch Officers And Committee

Chairman

John Lillywhite
1 Thornleigh Road
Woolston
SO19 9DH 02380 432181

Vice Chairman

Bill Lawes
25 Rolleston Road
Holbury
SO45 4QD 02380 894234

Secretary

Rod Baker
29 Milbury Crescent
Southampton
SO18 5EN 02380 449972

Treasurer

Andrew Hogg
"Debanker"
Lynburn Road
Hampworth
Salisbury
SP5 2DR 01794 390502

Black Jack Editor

Neil Richardson
9 Cornfield Close
Chandlers Ford
SO53 4HD 02380 276423

Projectionist

Alan Strafford
85 Dunvegan Drive
Lordswood
SO1 8DB

Visits Secretary

Adrian Tennet
34 New Road
Fair Oak
SO50 8EN 02380 600197

Reprographics

Mike Lindsay
7 Elland Close
Fair Oak
SO15 7JY 02380 694558

Forthcoming Programme of Events

Venue:

1st floor
Portwood Conservative Club
127 Highfield Lane
Southampton
Meetings are held on the 2nd
Tuesday of each month at
19.30.

2000 Programme

14th December

In Foreign Ports
Andrew Hogg & Rod Baker
8th Jan – Annual Dinner
Details from M.Lindsay
Jan 11th The Port of
Southampton Mr Andrew Kent
Port Manager

Feb 8th The Southampton
Maritime Collection. Alistair
Arnott Custodian of Maritime
Collections

Mar 14th Cosens of
Weymouth – 118 Years of
Paddle Steamer Operation Mr
Brian Jackson

Apr 11th Helicopter Search
and Rescue Robert Flexman

May 9th Between Orient &
Occident Oliver Sesseman
June 13th German built Jimmy
Poole WSS General Secretary
July 11th My Life with Ships a
membership event.

Aug 8th Visit to Gosport
Submarine Museum – Note at
a different venue.

Sep 12th My Favourite
Photographs – member's
competition.

Oct 10th A Naval architects
Life – Nigel Allen (VT)

Nov 14th AGM and supporting
program.

Dec 12th Ships in My Life –
Bert Moody.

Branch Notice Board

From the Editor.....

The editor would be interested to receive any contributions for Black Jack on paper, floppy disk or by e-mail.

Next year is the 50th anniversary for the branch. To illustrate the type of shipping to be seen at that time does anybody have a copy of the ships in port for 1950 or the early 50's? The editor would like to reproduce it in Black Jack next year.

Engraved Glass

A source of engraved glass's to mark the 50th Anniversary of the Southampton Branch has been found by Dick de Kerbrech. The price will be £4.50 per glass and they can be ordered anytime from the December meeting into next year. Orders can be placed via the secretary.

Solent Cruise 2000

The date for next years Solent cruise will be advertised shortly after consulting tide tables and next years cruise programme.

50th Branch Anniversary

The committee are planning a 50th Anniversary Event in September possible the weekend of 16/17th. More details to follow.